

*For Ole*

PROCEEDINGS  
OF A  
PACIFIC RAILROAD CONVENTION,  
AT LACON, ILLINOIS;  
WITH  
THE ADDRESS OF  
COL. SAMUEL R. CURTIS.

CINCINNATI:  
PRINTED BY JOHN D. THORPE, 74 FOURTH STREET.

1853.

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## PACIFIC RAILROAD CONVENTION.

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At a convention of a large number of delegates from the States of Pennsylvania, Ohio, Indiana, Illinois, and Iowa, held pursuant to previous notice, at the Court house in Lacon, Illinois, on the 11th and 12th of November, the Hon. LOTT S. BAYLISS, of Indiana, was chosen President;

G. W. BAILEY, of Pennsylvania;

G. BUCKINGHAM, of Ohio;

W. C. BARNET, of Indiana;

SILAS RAMSEY, of Illinois; and

JUDGE JEMISON, of Iowa;

were chosen Vice Presidents; and

THOMAS TIGAR, of Indiana; and

WM. L. TOOLE, of Iowa; Secretaries.

THE PRESIDENT, on taking the chair, announced to the Convention the object for which it had convened, viz: to promote and advance the grand enterprise of constructing a Railway to the Pacific; and in some brief and eloquent remarks, urged the necessity of immediate action on the subject.

Col. SAMUEL R. CURTIS, was then called upon, and addressed the Convention at much length. He advocated the Platte Valley and South Pass route; spoke of the superior advantages of this route over that of all other proposed routes, both north and south—of its centrality, nationality, and easy adaptation to a rapid and permanent construction of a railroad. The facts and reasons presented in favor of the South Pass route were conclusive and incontrovertible. The address altogether was a masterly effort, combining important information, sound logic, and patriot and eloquent sentiment.

At the conclusion of his remarks, and at the request of the Convention, he read an address in favor of the South Pass route, having been previously prepared from materials and investigations made with care, and derived from authentic sources; which address appears on subsequent pages.

## PACIFIC RAILROAD.

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THE people of the United States have resolved upon a Railroad to the Pacific, and the question now most considered relates to the selection of a route. Congress has appropriated one hundred and fifty thousand dollars for surveys, and the Secretary of War has sent four parties of Engineers to the mountains with a view of laying before Congress and the world the Topographical features of different routes. I regret that the great *South Pass route*, is only *incidental or secondary*, in charge of Captain Gunnison who will first explore the route proposed by Col. Benton, returning by the South Pass. The former two explorations by Fremont, and the survey of the Salt Lake Valley by Stansberry, together with the many thousands who have passed and commented on this subject; have sufficiently described the general features of this great overland route, so as to require less preliminary survey, and ought to secure to it the prominence which it deserves. The central position, general adoption, and universal admissions of all, should secure to this Platte river and South Pass route a first, not a secondary consideration; but since it is so assigned, its friends must take care that it does not sink into secondary importance.

Before going into the merits of the Platte river route, I consider it necessary to notice the proposed route by Kansas, the headwaters of the Arkansas and Little Salt Lake; not because this route is really a rival or comparison to the Platte river and South Pass route, but because of the influence of its friends who define, prescribe, and sustain it by organized parties, whose reports are published in advance of the public surveys, and without much regard to the etiquette due to co-ordinate branches of the national service. Not willing to rest the determination of the imaginary or Benton route, on the special survey of Captain Gunninson, who was sent at the instance of their friends to examine this route by the headwaters of the Arkansas; we find a member of Congress, an Indian Agent, a distinguished former officer of the Topographical Engineers, all with separate organizations, ready to enter the field, and some of them risking

their lives to sustain the position which was first presented to the world, at the St. Louis Convention in 1849.

Anticipating the reports of the War and Engineer Department, hasty and uncertain explorations, are communicated, in periodical reports, and announced to the public with all the influence and solemnity that can attach to the arguments of a Senator of 30 years. Past, present, and future disasters, and perils, are shadowed forth, so as to fix the public gaze on this *side bar* investigation, so as to prevent the public from observing the quiet current which the government pursues in the investigation of the truth of the matter. The public surveys are anticipated and overshadowed by these private running observations; and before the official reports go to the press, the private speculations of these adventurers will have given a general bias to this foregone conclusion. The future developments of scientific research are discredited by the array of natural instincts of wild animals which it is averred is "more unerring than the science of the schools," and great importance is attached to the presence of "the first of Topographical Engineers—the old Buffalo bulls."

To give effect to this general system of preconcerted action, every important point between Washington City and San Francisco is occupied by some devoted friend to this imaginary route by the headwaters of the Arkansas, Little Salt Lake and Walker's Pass. Since the first announcement of this route in 1849, Col. Benton has repeatedly and urgently pressed it before the public. Fremont, Beale, Heap, and Edwards have perilled their lives in snow, water, and sandy deserts to find this supposed pass through several chains of the Rocky Mountains; and four long years of utter failure, leaves the question still in the hands of the same unyielding champion, who, in the face of the most conclusive testimony, affirms the truth of this unfortunate delusion.

It is so important that all the central portion of the country should unite their influence on a *practical* central route, that I deem it expedient to insert some of the evidence which disapproves the repeated averments of the imaginary route. When this route was presented in 1849, Col. Fremont and Rowbedeau were named as important witnesses. True, Col. Fremont has since been repeatedly called to the stand, but he has added nothing to his first statements, which only asserted his *belief* in such a route, which belief was based on Rowbedeau and others of the mountain men. In a conversation which I had recently with Rowbedeau at St. Joseph, in his figurative mountain language, he described the passes in the neighborhood of that

route as "not good for mules, quite smooth, interspersed with rough mountains—huge rocks—high hills—pine trees—cedar trees." I also met at the same place, Mr. Pecard another of the mountain men who has for many years resided in the mountains in the vicinity of Rowbe-deau's ranch on the Uinta. He says there is no pass for wagons through that region of the country, and the mountains are exceedingly high, rough, and precipitous; and though he had lived among the Utah Indians for so many years, he knew of no way for a wagon road through any part of the region between Little Salt Lake and Taos. Passing down the Missouri, I traveled with a large delegation of Mormon Elders, on their way as missionaries to different parts of the world. They were from all parts of the Salt Lake Valley, some of them from the Utah country where they had resided for several years. They stated that no pass was known by which a road for wagons could be made in the region named, and for the want of such a pass they had traveled North some two hundred and fifty miles, and came by the South Pass and Platte Valley. One of those Mormons had pencil and painted views of the only known mountain passes East and Southeast of the Salt Lake Valley; but there was none showing a practical road way through the Southeastern region of that great valley. Is it probable that the Mormons and emigrants that pass yearly to and from the Salt Lake Valley, would overlook such a route for so many years?

But beyond the Little Salt Lake, in the direction of Walker's Pass, the obstacles are still more formidable. A desert of drifting sand, impassable by a Railroad because of the ruinous consequences to machinery, as well as its entire destitution of water and fuel, and any thing that could justify Railroad construction.

Hear the testimony of Mr. Edwards an Indian Agent, who went out from the West to meet Mr. Beale, an Indian Agent, who had started from the East. Mr. Edwards, thus describes the part of the Benton route in the region of Walker's Pass, latitude  $35\frac{1}{2}$ . "The traveler in his journey through, proceeds up the banks of Kern river which heads near the pass, until he comes to the rise. Following this upon a gentle ascent for about ten miles, he comes out upon the Eastern side of the Sierra, in full view of the boundless desert that stretches away to the East towards the Mohave and the Colorado. The level of the desert is considerably higher than that of the Tulare valley on the Western side of the Sierra—the descent there from the pass, is much less than the rise from the side. The desert is an unbroken sandy plain extending as far as the eye can reach without

a sign of vegetation, save here and there tall columns or convoluted masses of the Cactus. From the summit of the pass, far to the Southeast a distance of one hundred and fifty miles, may be seen the Black Mountains, which the famous mountaineer, Gody, informed Mr. Edwards, marked the line of the Mohave. Gody had once attempted to cross the Desert from the pass to the river, but not a blade of grass nor a drop of water could be found on the route, and he was compelled to turn back, and strike for the Eastern slope of the mountains again, to save himself from perishing. No spurs shoot out from the Sierra into the Desert, although to the South far out upon the plain, may be seen isolated *Buttes*, and occasionally a short mountain called by the travelers the lost mountain. From the commanding point at the pass, the eye could discover no sign of water or timber, North, East or South."

On such a route Gody the mountain man did well to return in despair. It is not strange that disaster or dread has defeated the efforts of all who have tried to find this imaginary pass, so glowingly and eloquently described by its distinguished projector. Like the fabulous valley of Abyssinia, it is only the creation of fancy, and we find in the sad reality the most rugged mountains, and sterile region that can be found in the world.

After four years of constant and powerful appeals by the distinguished Senator, after the perishing of Fremont's men in the vain search of this route, after the repeated attempts and failures of Fremont himself, the disasters by flood which defeated Beale and Heap, and finally the discovery of a sandy desert which deterred Edwards from proceeding in their search; it is time for all to abandon the vain shadow, where every indication of Providence seems to warn us of danger, and all nature seems to frown at every approach.

The public mind was for a long time misled by the devoted efforts of Mr. Whitney who urged a Northern route, and peculiar mode of construction. Like some of the present remote projects, it was projected when wild lands could be found in greatest abundance, rather than populous regions. Mr. Whitney's influence has been succeeded by that of Col. Benton who brings far more energy and influence to the work, and persists at a time when the crisis of the Pacific Railroad question has actually arrived. The romance of the Benton route must be exposed and exploded, in order to concentrate the national effort on a practical and central route for this great National work. No personal influence can overcome the weight of character which has been heaped upon this unfortunate error. It must be re-



moved by a presentation of the facts, and they must be presented and urged by every honorable means. The Pacific road is doomed to a slow and sure death if it is started in a barren desolate soil, or in a sickly sultry climate.

Although the location should depend mainly on the features of the country, geographical and political considerations will have a powerful influence, and the friends of a great national work must unite their efforts to stifle the attacks which are being made to divide or divert the public mind, and turn the National effort upon points that will be fatal to the enterprise.

Having thus presented some reasons for resisting currents that have been directed, so as to divert the public mind in a wrong direction, let us return to the great emigrant route by the Platte Valley and great Salt Lake.

The first point that I present in favor of the Platte Valley and South Pass route is its—

#### CENTRALITY.

As I have before argued, centrality should be regarded as a very important consideration, in locating a National trunk across this continent. In finding the central and short line from ocean to ocean, regard should be had to the great circles of the earth; but lakes and mountains intervene as impassible barriers, and the rough face of the earth's surface excludes the mathematical argument that relates to the sections through the sphere. The depressions in the mountains, and the plains between our great rivers, must have a controlling influence in seeking the central and national advantage. Much feeling is likely to arise on this question, because a thousand points on the Mississippi and Missouri, and in the Rocky Mountains, are all claimed as central points. Without doubt a political and geographical center would fall a little South of the South Pass route; and the parallel of 40 would be the fairest line for the country, being about the line adopted for the old National Road which was designed as a central east and west line. But we must go where we can, not by impassible lines. The South Pass route is the nearest practical line shifting between 42 and 38, on a great curve starting at Council Bluffs, latitude 41, bearing a little North to the South Pass, latitude 42, and thence bearing South to San Francisco, 38. It starts on the Missouri about the latitude of Philadelphia, bears North to the latitude of Boston, and thence South below the latitude of Washington city. It is therefore opposite the center of Eastern population, it is opposite Northern and Southern States, it is West of our great commercial cities, and

is directly West of all our greatest accumulation of property, persons, commerce and agricultural wealth. It may be straightened by the lines suggested by Captain Stanberry, but this does not matter as the Platte Valley, Salt Lake, and general route is the same. It is central in view of Pacific Territories, of future population, and above all it is nearest a straight line from New York to San Francisco, the two great commercial emporiums of this continent, and therefore central as a great highway for nations in their commercial pursuits. The Platte Valley and South Pass route, is central in view of the East and West roads already constructed and in operation, central in view of roads most likely soon to be made, and central among the lines surveyed by direction of the War Department, which are all to extend between latitudes 33 and 49, the middle or meridian being 40°, the point where our Platte Valley and South Pass route starts on the Missouri.

In central position it is superior to the Benton route which starts at St. Louis, latitude 38½, and bears down to Walker's Pass, the latitude of Vicksburgh. It is superior to the routes being surveyed by General Stevens, all of which run North of 43, and far more central than routes proposed through Texas and Minesota. The Platte Valley and South Pass route, is through a zone or belt of the earth's surface, where the climate is most favorable for man's greatest exertions, where his blood is neither congealed with frost or diluted by heat, where the greater amount of human labor can be concentrated, and where travel and transportation can at all seasons be secure from the deleterious effects of a severe climate. It is a great central route.

#### CONNECTIONS EAST AND WEST.

It is only necessary for the great National trunk to occupy the region of country beyond or between the States; the branches or connections will be made by the usual appliances that are now so rapidly augmenting the net-work iron rails. The great trunk should pass the great prairie and mountain region which intervenes between the States, so as to offer the most convenient connections East and West. The roads of the Southern and Eastern States are many of them bearing towards St. Louis, and all of them will find easy connections with that city. A road from St. Louis can by a good grade, and easy curve, follow up the west side of the Missouri river to the mouth of the Platte, and thence up the Platte; or it can take the line of Kansas river and follow near the emigrant route, and unite with the Platte, where the emigrant route from Independence unites

with the Platte Valley. This branch would accommodate most of the Southeastern States, and the roads they have projected. They could all bear North to St. Louis, and by this route unite in the valley of the Platte.

The most Northern roads from Canada, Michigan, and Wisconsin, can all converge at or East of the City of Council Bluff, where in point of fact they seem to be generally bearing, and thus Northern lines will unite with those of the South on the same valley. Central lines that pass through Ohio, Indiana and Illinois, will converge or connect between the exterior lines which I have named as South and North lines, and we thus secure a common trunk for all sections of the Union. Any other route besides that of the Platte Valley, will be found very inconvenient of access either from Northern or Southern lines. If for instance the Kansas river be adopted, all the great Northern lines will have to make a most unfavorable angle South through Iowa, crossing innumerable streams that flow Eastward into the Mississippi, or they must follow down the great channels South, until they turn the Missouri at St. Louis. Loss of distance and expensive construction, would be the result to all Northern roads that would seek a connection with the Kansas river. The direction of the great streams, especially the Missouri, makes it much more easy for Southern roads to send out arms Northwest, than for Northern roads to construct branches Southwest. The former follow up the natural channels, while the latter cross deep valleys and high rough divides. The lines now in progress and soon destined to reach the Indian Territory West, are all located between St. Louis and Dubuque. Within this region the Pacific, the Hannibal and St. Joseph, the Davenport and Lions roads are in rapid progress of construction West of the Mississippi, others and especially the great lines from New York by Clinton, Hudson, Fort Wayne, Lacon, and Council Bluffs are about commencing and will certainly be made. These are the pioneer and first adventurers, that can all unite on the Platte Valley *and no where else*. If then it is desired to carry forward the works so favorably commenced, and connect those channels that have extended farthest West, if we consider what has been done, and desire to advance those that have ventured most, to the Pacific Railroad as a convenient trunk, should be located on the Platte Valley emigrant route where all the great foremost lines can easily unite.

But Western connections with a great trunk should also be carefully provided for. The South Pass is situated near the head of streams which flow into all the Territories Northwest. From that

point branches can be made to Utah, California, Oregon, and Washington, by natural channels. In this respect the Platte Valley and South Pass route is without a rival. No other proposed route offers Western connections for Western branches, and a glance at the map will establish this important argument, in favor of the Platte Valley and South Pass route. Emigration to Oregon and Washington Territories all goes by the Platte Valley and South Pass, and this emigration is rapidly increasing. A road South by the Kansas would be no accommodation to this travel, and would afford no convenient connection with those Territories. Connections East and West are therefore best accommodated by the Platte river and South Pass route, and in this view its nationality is pre-eminent over all its rivals.

#### FACILITY AND ECONOMY OF CONSTRUCTION.

The unsettled and remote position of the country which is to be the concentration of labor in constructing the Pacific Railroad, present practical difficulties in the mind of every one acquainted with Railroad constructions. Men cannot as on other routes be taken from the surrounding country. The force will mainly have to be mustered, transported, and sustained in a country heretofore uninhabited by white men; and material and provisions have also to be transported and preserved, to be distributed during the progress of the work. An army of Engineers, sappers and miners has in some shape to be organized, equipped commanded, and sustained for years; and it becomes important that such a force shall have the most healthy and convenient position, that other more important considerations will permit. A warm, sickly, barren, desolate country, should if possible be avoided; because it would almost exclude the idea of success. The delay and cost that has attended the construction of Southern roads, and especially the little road from Chagres to Panama; should teach us a lesson of great importance in the location of the Pacific road. The route proposed by Col. Benton, where Fremont was cast away in winter snows, and Beale by summer floods, is still more forbidding in the West, if we credit the description given by Mr. Edwards. "From the commanding point at the Pass [Walker's Pass on Benton's route] the eye could discover no sign of water or timber, North, East or South."

From such a picture of desolation, Railroad workmen turn with despair, and the interest that surrounds those who as adventurers may penetrate such deserts, will only repel those who pursue Railroad constructions for pleasure and profit. Fortunately for the

Pacific Railroad, the Platte Valley and South Pass route presents a different aspect. The Missouri river is a convenient means of transporting men and material up to Council Bluffs. This point of starting, Council Bluffs, is much farther West than the mouth of the Kansas and other points proposed, as starting points on the Missouri, while it is much nearer than any other point to Eastern Railroad connections; and it will in all human probability soon be in actual connection with those roads, which are with ample means and extraordinary energy, striving for the first arrival at this point in the far West.

There, on a navigable river, at a point nearest the mountain region, stores of provisions, tools, rails and every kind of equipment, can be accumulated ready for transportation across the country. From that remote but accessible point by water, and soon accessible by Railroad; the Platte Valley extends its broad level plain Westward, affording an easy grade, a solid and safe foundation to build on, where water, grass, and some timber, will accommodate the workmen and their teams during the progress of the work.

Here the march of our soldiers, the California emigrants, the Mormon pilgrims, and the transit of mails, will keep a constant intercourse with our settlements, that would have a favorable influence on the *morale* of the workmen, which operation Railroad men will best appreciate. The great facility, also, of laying down a track on a level plain, like the bottom of the Platte river, is well understood by Western men, and the expedition of such a work, extending from the Missouri to the Black hills, would conclude all practical men in its favor, who will contrast these facilities with the rough, rocky, and hard pan grades that must be encountered by any other route, that has been proposed for the first great overland trunk road. The approach by the Platte to the Rocky Mountains, is far the cheapest and quickest way of reaching the mountains. It is a rich soil, and a *cordon* of settlements will be planted along the line as soon as the Indian title is extinguished. Thousands are waiting and urging the removal of the Pawnee and other tribes, with a desire to settle on the Horn, Loupe, the Wood and other branches of the Platte. Passing up the Platte where timber is very scarce, but water and soil are so inviting, there is an easy grade to the South Pass, or taking the South branch of the Platte, passing a little South of the South Pass, we descend into the rich valley of the great Salt Lake. This valley produces abundance of provisions, and is already inhabited by thousands of Mormons, amongst whom are skilled artizans ready for

the work. The mountains afford abundance of timber, and the inhabitants can furnish provisions and workmen at the centre of the line, where such a force is peculiarly needed. Gathered by a strange delusion from all parts of the earth, and generally from the working classes, like the workmen on the temple of old, they may hew from the mountain cliff the keystone of the great arch that is to span this continent. Pioneers in the forests and mountains, they will participate in the construction of a great highway that will be traversed by thousands, whom they have left in remote regions of the earth. The location of this people, is a wise interposition of Providence, which seems destined to facilitate this great work. Their position is not accidental, but every way remarkable, and like other strange events of the age, will tend to promote extraordinary results.

The immediate advantage of this midway mountain settlement is to secure a force where the hardest work will be encountered, and will furnish a storehouse in the mountains where on any other proposed route, provisions could only be procured from remote regions. Workmen can thus be procured and supplied at the middle point of this line at a cheap cost, whereas on all other lines both must be obtained and preserved at great expense. At the Nevada mountain, where a stone arch may be needed to protect the road from snow, and other difficulties of construction will be found the most formidable, we shall have this Mormon settlement on one side and the settlement of the Sacramento valley on the other; both valleys offering the best accommodations for a force that we could possibly expect in a mountainous region. To add to the advantages of this route, recent discoveries have been made of gold on the West side of the Nevada, and miners are therefore collecting at the very point where our route would be likely to find the best pass. This is the only discovery of gold on the West side of the Nevada, and will offer an inducement to the workmen, who will have a prospect of finding gold in the progress of their work. At every point of this Platte Valley route, you meet with some object of interest.

1st. You have a level wide river bottom that is remarkably easy to build on.

2nd. You have the emigrants and other travelers to cheer you in your progress.

3d. You have hordes of buffalo and abundance of grass to aid in sustaining human and animal life.

4th. You have the Mormon settlements affording the greatest accommodations at the the most remote point.

5th. You have golden prospects at the Nevada mountain.

6th You reach Sacramento valley the richest and most productive valley of California.

7th. You reach a navigable river, the Sacramento, where supplies can be transported farthest towards our frontier.

In all these facilities of construction this Platte valley, South Pass, and Salt Lake route, is so eminently superior to all others, that for some at least there is reason to believe it would be economical as an auxilliary to their construction. Such would be the difficulty on other routes, and the convenience of progress on this, that an estimate of time and cost of construction would bear no comparison.

As no accurate surveys have been made, we can only estimate distances on the Western portion of the route. The Platte Valley and emigrant route, as far as Salt Lake valley, has been measured by the Rodometer, and using these measurements, my own measurements through Iowa, and the known distances on Railroads East; I can form a pretty correct idea of the whole distance from New York to San Francisco. It may be thus stated:

New York to the Mississippi,.....	1147
Mississippi to Council Bluff,.....	280
Council Bluff to Great Salt Lake, as measured by the Mormons,	1016
From Salt Lake by emigrant route to San Francisco, (may probably be shortened,).....	913

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Total distance from New York to San Francisco,.....3,356

Total distance for the national work from the Missouri to Sacramento, deduced from this statement, eighteen hundred miles. Of this eighteen hundred miles, California would construct two hundred miles. So the great work required is reduced to the construction of about *sixteen hundred miles*, through a country where a thousand miles is remarkably easy of construction, being the flat plains of the Platte and Humboldt rivers.

Considering therefore the features of the country, the established current of travel and trade, the facilities of construction, and the comparative short line of the required work, it is fair to conclude the argument in favor of the Platte Valley and Great Salt Lake, as the route for the great highway of nations completed on this route, it will carry freight through a safe climate and travel through a most healthy populous and interesting portion of our Union. The traveler would see our great Republic in its broad and grand proportions; and he would comprehend the beauty and simplicity of our social system by contact with the rural districts in the great valley of the Mississippi.

By diverging at different points, he can easily visit our great interior cities, our great rivers, broad lakes, Niagara falls, and most of our great internal improvements. A highway on such a route will be a glorious national monument that will command the admiration of the world. It will be a monument worthy of our great domain, characteristic of the genius of our people, and calculated to promote the developements of this eventful age of the world. It will unite our people, extend our commerce, develop our resources, and expand our influence beyond the seas. A new and absorbing channel of commerce will be opened, the route to India will be accomplished, Republican and Despotic principles will be brought in close contact, intelligence and ignorance, light and darkness will mingle in the benighted regions of the Pacific, and the result will be a revolution in the commercial, political and social relations of the world. In such a work there should be concentrated all the wisdom and patriotism of the people, all the strength energy and power of the nation. Differences should be regretted and forgotten, and united influences should rejoice at the early commencement and completion of the greatest work in the world.

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On motion of Mr. Buckingham, of Ohio, a committee of eleven was appointed to prepare resolutions expressive of the sense of the convention. The following gentlemen were appointed as said committee:

G. Buckingham, E. Gest, of Ohio; G. W. Bailey, of Penn.; Joshua Holmes, Hon. W. C. Barnet, of Indiana; Hon. Silas Ramsey, Dr. R. Boal, Ira I. Fenn, S. L. Flemming, of Illinois; Dr. Cleaver, Judge Jemison, of Iowa.

The convention then adjourned. to meet again at the same place, on the following day, at one o'clock P. M.

SATURDAY, November, 12th, 1853.

The convention met pursuant to adjournment.

The committee on resolutions, by their chairman, Mr. Buckingham, made the following report:

*Resolved*, That a Railroad across the central part of the United States, connecting the two great oceans, would be a road traversed by the world, and a national bond that would unite our own States and extend our fraternal attachments around the globe.

*Resolved*, That a series of public meetings should be immediately



called in all the counties and principal town and cities of the Eastern, Middle and Western States, to consider the question of a route for the great Railway to connect the Atlantic and Pacific oceans.

*Resolved*, That (while we disclaim hostility to any feasible route) in the opinion of this meeting, the route through the Platte Valley and South Pass is the one preëminently demanded. 1st. Because it is the most direct line uniting the Eastern and Western termini of a route between the chief emporiums of the Pacific and Atlantic seaboards. 2. Because the great network of Railway, constructed and in progress between the East and the West, converges towards it. 3. Because it is the most healthy and agreeable latitude, 41 deg. North. 4. Because it passes through the easy ascending grades of the Platte Valley; follows the route generally preferred by emigrants and mountain men, and passes the most easy depressions known in the two great ranges of the Rocky Mountains. 5. Because it is the only route that affords good ground for branches Westward that will accommodate Oregon, Washington, Utah and California. 6. Because of its facility of construction, being connected with Iowa, a provision producing State, and running through the Mormon settlement, where provisions and workmen are already located. 7. Because it is central, following the great channel of travel and trade which now flows Westward, and therefore promotes the interests of those who have involved the most money and means in the internal commerce of the nation.

*Resolved*, That the peculiar geographical position and topographical features of the Platte River Valley, South Pass and great Salt Lake region, indicating it as the route for the great National highway—the Pacific Railroad—the Federal Government should at once appropriate such pecuniary aid as would insure its immediate commencement and completion at the earliest day; and more especially so, as individuals are ready to embark in its construction, if sanctioned by that spirit of liberality and national patronage that has heretofore characterized that nation which alone stands preëminent, as the proud champion of the rights and amelioration of the condition of the human race.

*Resolved*, That there should be selected from all classes and all parties of men, in this Union, a devoted, distinguished and competent director who should be incorporated with ample powers to secure the early construction of a great National trunk Railway, which will connect the great oceans by the most central and practical route.

*Resolved*, That a committee of three persons from each State represented in this convention, be appointed to correspond on this sub-

ject with such gentlemen as they believe most likely to engage in such an enterprise, and solicit their coöperation; also to induce by correspondence or otherwise, the holding of public meetings in the various cities, villages and counties interested in the Platte Valley route.

*Resolved*, That in all cases the proceedings of public meetings favoring the adoption of the Platte Valley route, should be sent to the member of Congress representing the district in which the meetings are held, with a request that their resolves should be presented to Congress.

*Resolved*, That we concur in the views expressed in the address read by Col. S. R. Curtis, and that the same be published with the proceedings of this convention.

The report was accepted, and the resolutions adopted by a unanimous vote.

Prior to the adoption of the above resolutions, the convention was ably addressed by Mr. Buckingham of Ohio, and R. E. Fleming of Indiana, on the points embraced in the resolutions, and the subject of the Pacific Railway generally. The remarks of Mr. Buckingham were peculiarly happy, pointed, and eloquent, and received the most enthusiastic applause.

The following gentlemen were then appointed as the committee contemplated by the sixth resolution:

Gen. W. Robertson, Edward Miller, W. White, Pennsylvania; Hon. M. Bartlett, F. L. Day, G. Buckingham, Ohio; Samuel Hanna, Allen Hamilton, Henry L. Ellsworth, Indiana; Silas Ramsey, Theodore Perry, E. A. Whipple, Illinois; Hon. F. Springer, J. E. Johnson, Judge Jemison, Iowa.

On motion, S. L. Fleming, Theodore Perry, and E. A. Whipple, of Illinois, were appointed a committee to procure the publication, in pamphlet form, of the proceedings of this convention, and furnish copies of the same to all the Senators and members of Congress, and to the Presidents and Engineers interested in the Pacific road; and also to have these proceedings published in the leading papers of all the cities and towns interested in the Platte Valley route.

On motion, the convention adjourned *sine die*.

LOTT S. BAYLISS, Prest'.

THOMAS TIGAR,	} Secretaries.
WM. L. TOOLE,	



